



COAST GUARD RESERVIST

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THE COMMANDANT OF THE UNITED STATES COAST GUARD
WASHINGTON 20590

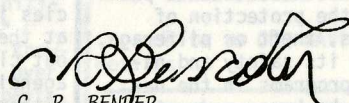
Dear Fellow Coast Guardsmen:

Joyous greetings of the season!

Peace on earth, good will to men - the hope and spirit of the holiday season for countless generations. This hope has been, is today, and will be in the future, an elusive goal. As we prepare to celebrate the coming holiday season, we all share in the fervent hope that these goals become more of a reality in the coming year.

The Coast Guard Reserve, a humanitarian and military organization, has the opportunity of being able to contribute directly to both peace on earth and good will to men. Your role as a reservist is not an easy one - it requires considerable effort and sacrifice. This year, more than ever before, the Coast Guard Reserve has been involved in the day to day functions of the Regular Coast Guard. This pattern will continue and will require even more effort on the part of the individual reservist. In the fields of environmental protection, port safety and boating safety, the reservist will be contributing directly to the well being of his fellow man.

To the thousands of people who are the Coast Guard Reserve, and to their families, I extend my most sincere wishes for a Merry Christmas and a Happy New Year.


C. R. BENDER
Admiral, U.S. Coast Guard

Low Cost Flights

All members of the Ready Reserve are now eligible for membership in the United Service Club (USC), a low cost overseas charter flight organization. These are the same reduced-rate overseas flight services previously available only to active duty personnel and their dependents. Personnel applying for membership will be required to provide a letter of recommendation from their commanding officer. Write: United Service Club, Room 3A146, The Pentagon, Washington D.C. 20330.

SELECTION BOARDS

During the past several months, the Commandant has received numerous inquiries concerning the actions of various boards. These inquiries usually concern the officer who has twice failed of selection and the resulting action of such failure. Therefore, it is deemed necessary to provide information to further clarify the Commandant's policy concerning Reserve promotions.

Each of the selection boards is

comprised of five inactive duty Reserve officers from widely diversified locations to provide a composite representation of the entire Coast Guard. The proceedings of the board are reviewed for legal sufficiency prior to approval. There is no provision in law or regulation for any other type review. The reasons the boards select some officers and not others are purely judgmental and known only to the board members, inasmuch as they are not required to record or disclose reasons for non-selection, and the boards' judgment is not open to challenge. In each instance the officer concerned is notified by official correspondence of the board's recommendation.

In view of the above information, it is suggested that each inactive duty Reserve officer review the information promulgated by COMMANDANT INSTRUCTION 1401.3.

ISL Screening

For many years, inactive duty Reserve officers who could not participate in the Reserve training program, or did not desire to, have been transferred to the Standby Reserve (Inactive Status List). The list is now quite voluminous and many of the officers have been in this status so long that their mobilization potential may be marginal. Therefore, under the provisions of 10 USC 1163, a Reserve Officer Mobilization Disposition Board will be convened to consider the records of such officers and make recommendations to the Secretary as to their retention or discharge.

This board will convene at Coast Guard Headquarters on 3 January 1972.

RPA

A Reserve Program Administrator (RPA) Selection Board will convene in Headquarters in February 1972. Reserve officers on inactive and active duty may apply. Refer to Article 1-B-3 of the Personnel Manual for complete details.

RESERVE TO ASSIST IN MARITIME CARGO SECURITY

The Coast Guard's mission in the area of Maritime Cargo Security is to develop within its statutory responsibility under 50 USC 191 and Executive Order 10173 (as amended), for the safeguarding of vessels, harbors, ports, and waterfront facilities of the United States, a transportation security capability and an action program for the protection and safety of cargo in the maritime mode of the Nation's transportation system to further the Secretary of Transportation's mandate in Section 2 of the Department of Transportation Act (49 USC 1651).

This development will include:

a. Establishment of cargo security as a function within the port safety program of the Coast Guard.

b. Through the existing recurring field inspection activities of the port safety program to the extent possible:

(1) Collection of data on the extent, nature, and location of cargo loss, pilferage or theft in U. S. domestic and international maritime commerce.

(2) Identification of maritime cargo security problem areas.

(3) Surveying the current cargo security status of waterfront facilities by means of periodic physical and procedural security checks.

c. Development within the Coast Guard of an expertise in the area of cargo security in order to provide technical assistance and guidance to maritime carriers, waterfront facility operators, and state and local law enforcement agencies.

d. Development of recommended physical and procedural security guidelines for the prevention of loss, pilferage or theft, based on consultation with the maritime cargo-handling community.

e. Identification (and recommendations for reconciliation) of any cargo security issues on which there may exist disparity or overlap with other federal agencies.

f. Cataloguing the current status of all technical developments applicable to cargo security involving the maritime transportation mode.

g. Identification of areas where new Federal legislation is necessary or desirable in the public interest.

h. Establishment of budgetary requirements to implement the above.

Consistent with the accomplishment of existing mission requirements, the following measures will be undertaken to implement the Coast Guard Maritime Cargo Security mission and function statement. Resource availability in each Captain of the Port (COTP) will govern the extent of implementation. It is emphasized that the Coast Guard's authority in maritime cargo security is limited to a field-check, information gathering and advisory function and does not include regulatory or police or guard type actions. This does not preclude the possibility that Coast Guard personnel may apprehend persons otherwise found in violation of laws enforced by the Coast Guard.

The Commandant will promulgate suitable directives to achieve these initial goals:

a. Draw service-wide attention to the maritime cargo security problem in order that all elements of the service will have an awareness of this ongoing Coast Guard mission.

b. Institute a public relations effort directed at the maritime cargo handling community to focus attention on the problem and give notice that the Coast Guard has undertaken a program to promote the protection of cargoes from loss, theft or pilferage, as an adjunct to its safety and national security programs in the nation's seaports, harbors, and waterways. This public relations effort will be carried out by means of appropriate press releases from headquarters and district levels, and by direct contact between COTP's and terminal operators, freight forwarders, insurers, stevedoring companies, and labor unions. Through its channels, the Coast Guard will circulate the proposed handbook "PHYSICAL SECURITY GUIDELINES FOR THE PREVENTION OF LOSS AND THEFT IN THE TRANSPORTATION SYSTEM" to the marine cargo handling community.

COTP's will solicit voluntary requests for maritime cargo security field-checks. Field-checks will carry no penalty or enforcement implications. The field-checks will be based

on a check-off list developed from the handbook. Field-check reports containing a list of apparent shortcomings, and recommendations for improved security measures, will be provided to the terminal operator or owner. Field-checks will be accomplished with the forces available on a basis not to interfere with other necessary ongoing port security programs. Members of the Coast Guard Reserve may be assigned to assist in this program during their periods of active duty training and inactive duty training when feasible.

COTP's will conduct an in-house training program based on the handbook to qualify officer and enlisted personnel in cargo security field-checks. Members of the Reserve assigned to port security training units will be included in this training program. Training will be conducted on a level not to interfere with other ongoing programs.

Based on the results of the voluntary field-check program, as well as other sources of information available to the COTP, high risk areas will be identified for increased emphasis under the Coast Guard cargo security program.

The Coast Guard will encourage the marine cargo handling community to report cargo loss, cargo theft or cargo pilferage.

Information relating to cargo security procedures will be exchanged with other involved enforcement agencies in order to eliminate conflicts at the cargo handling site. Carry out close liaison with other involved agencies to determine if there exists either a gap or overlap in procedures and where any gap or overlap is found to exist, develop solutions and implementing legislation if needed. A consistent program must be presented by all involved federal agencies if the program is to be accepted by the marine cargo handling community.

COTP's will collect information on cargo security problems, and report to the Commandant. The Commandant will submit a consolidated report to the Secretary for his use in June 1972.

The marine cargo handling community will be encouraged to adopt measures proven to be effective in combating loss, pilferage or theft. Self-policing by the industry will be

essential for the success of the maritime cargo security program even a federal enforcement program is authorized.

After sufficient data has been collected to determine the scope of the maritime cargo security problem, and to determine whether additional means are necessary to carry out Coast Guard commitments in the program, the Commandant will institute such budgetary and/or legislative measures as may be necessary.

On a continuing basis, data will be compiled on loss, pilferage or theft of marine cargoes. A comprehensive listing will be maintained current of those measures, techniques, and devices proved to be effective for the security of marine cargo.

Cargo security field-check procedures will be incorporated into the established training programs of the Coast Guard Reserve.

Efforts Praised

The commanding officer of the USCGC CHINCOTEAGUE (WHEC-375) recently praised the performance of GM3 H. W. KNIGHT, USCGR of ORTUAG 83363, Elizabeth City, North Carolina, during the performance of ACDUTRA aboard that Cutter.

"CHINCOTEAGUE's two rated Gunner's Mates were transferred from this command. This presented a situation where Petty Officer KNIGHT was the only rated Gunner's Mate assigned to this vessel. It was indeed a pleasure to observe him perform his assigned duties in outstanding fashion. He not only performed all tasks assigned with diligence and skill, he also demonstrated a great degree of initiative in that he sought out extra tasks in order to gain practical knowledge and also contribute to the overall efficiency of the Weapons Department on this vessel. This is particularly noteworthy since his period of ACDUTRA was relatively short, yet he adjusted quickly to the ship's routine and the routine of the department.

"It is a pleasure to recognize Petty Officer KNIGHT for his contribution during his period of ACDUTRA and to point out the fact that he obviously has received excellent training in his rate and that he applied this training to the utmost during his period of ACDUTRA."

This is another example of reservists being willing and able to perform the duties expected of them in day to day requirements of operating units of the Coast Guard.

RESERVISTS

A pilot program designed to accomplish some of the goals of the Marine Cargo Security Program will be conducted during the period 28 February to 26 May 1972. This program will take place in the ports of Baltimore, New Orleans, San Francisco, and Seattle.

Six man teams of reservists consisting of two officers (LCDR-LTJG) and four enlisted men (E-6 and above) will be assigned to each of the above ports to conduct the pilot program under the local COTP. All personnel selected for the program will be given a one week course at Oklahoma City. The course will be conducted by the Department of Transportation.

NEEDED

Applicants should have the ability to deal with people. A background in one of the following occupational areas is desirable, but not required:

Insurance underwriting
Investigation
Law enforcement
Fire fighting
Engineering (civil and safety)
Other experience in the maritime field
Accountant

If you are interested in this ACDUTRA, submit your request, via the chain of command to the Commandant (RT) as soon as possible. Application processing is expected to begin in February 1972.

Ship and Cutter Photos

Coast Guardsmen who want pictures of the cutters they served on may purchase them from OUR NAVY magazine, 1 Hanson Pl, Brooklyn, New York 11243.

The magazine has published their "Fighting Ships Photo Registry," listing more than 6,000 C.G. cutters and Navy ships, some dating back to the Civil War. It contains pictures of aircraft carriers, battleships, cruisers, submarines, tenders and all destroyers (except six) and all Coast Guard cutters.

Write to OUR NAVY magazine for details.

UCMJ Course

This year the Uniform Code of Military Justice courses are scheduled for August 1972 at San Diego, California and Norfolk, Virginia. Present and prospective ORTU commanding and executive officers will have the opportunity to study both the theory as well as practical application of the UCMJ as it applies to today's Coast Guard Reserve. Receiving special emphasis will be the changes introduced by the Military Justice Act of 1968. The course outline will be augmented by field trips to a court martial and a Navy brig. The Navy Law Centers at each location will provide a source for special lectures from Navy and Coast Guard law specialists.

Advanced Port Security Course Offered

The 46 CFR Course is no longer available. It has been replaced by Port Securityman Advanced. The new course contains seven lessons and an end of course test. For details, consult Commandant Notice 1550 of 24 November, 1971.

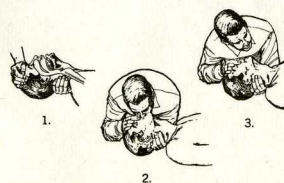
Additionally, a Port Security Advanced Curriculum is in the planning stage.

HOW TO CARE FOR A PERSON WHO STOPS BREATHING

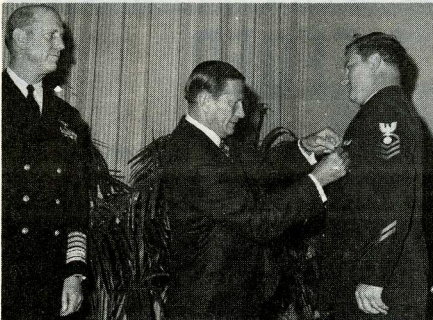
You can breathe for him and may keep him alive until medical help arrives. Many lives have been saved because someone knew how to do this. A person can stop breathing from abuse of drugs and alcohol, drowning, gas poisoning, electric shock, choking, heart failure, smothering, or other causes. The fastest and best way to get air into him is to blow air into his mouth and lungs. This is called mouth-to-mouth artificial respiration.

HOW TO DO IT

1. If you can see anything in the mouth of the person who is not breathing, turn his head to one side and clean out his mouth. Put the victim on his back. Tilt his head back so that his chin points up. Sometimes he will then start to breathe by himself.
2. If he does not start to breathe by himself when you have done this, then you will need to start blowing into his mouth. Keep his head tilted back and with one hand pinch his nose shut to keep the air from coming out there. Make an airtight seal with your mouth over the victim's mouth and then blow into his mouth until you can see his chest rise.
3. Raise your mouth after each time you blow and turn your face to the side and listen for air to come out of his lungs. Blow air into the mouth about 12 times a minute for a grown person. If you blow every 5 seconds for adults, that will be 12 times a minute. For children, use short puffs every 3 seconds. That will be about 20 times a minute. Keep this up until medical help arrives or until the person starts to breathe by himself.



Courtesy American Red Cross



Secretary of Transportation John A. Volpe recently presented the Coast Guard Medal to Chief Electrician's Mate Andy P. HOGUE, USCGR at a ceremony in Washington.

The citation is as follows:

Chief Petty Officer HOGUE is cited for heroism on the evening of 12 September 1970 while enroute home from regularly scheduled drills at his Reserve unit in Fresno, California, when he courageously assisted a California Highway Patrolman who was struggling with two men. Despite the fact that one assailant had a pistol, Chief Petty Officer HOGUE immediately stopped his vehicle and rushed across the roadway to assist the patrolman. The patrolman was struggling to prevent one of the men from escaping while being accosted by the other offender attempting to aid his companion. Chief Petty Officer HOGUE quickly reacted and physically restrained the second man by overpowering him which enabled the patrolman to capture and handcuff his assailant. Chief Petty Officer HOGUE continued his valient efforts and restrained the belligerent until the arrival of additional uniformed assistance. His heroic daring in assisting the

patrolman while exposing himself to the danger of firearms significantly contributed to the successful apprehension and arrest without injury to the suspects or the patrolman. Chief Petty Officer HOGUE's unselfish action and unwavering devotion to duty reflect the highest credit on himself and the United States Coast Guard.

Chief HOGUE's action is made even more significant by the fact that it is completely beyond the scope of his normal duties.

Chief HOGUE has demonstrated that Coast Guardsmen are always ready to render assistance to those in need - regardless of the nature of distress.

Well Done !

PORT SAFETY FILM

A new film entitled "The Explosive Loading Supervisor" has recently been completed, and copies have been distributed to each Coast Guard District, to RTC, Yorktown, and to Port Safety Station, Concord, California. The color film is a narrative summary of the job performed by Coast Guardsmen responsible for the safe handling and stowage of explosives.

Currently in production are two other Port Safety films describing vessel and pier inspection. Both should be ready for distribution by early summer.

If your unit wishes to see the film, contact your District Reserve Division.

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The Coast Guard RESERVIST

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Editors

All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

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